

Piper PA-28-140, G-BIYX, 29 August 1996

AAIB Bulletin No: 11/96 Ref: EW/G96/08/26 Category: 1.3

Aircraft Type and Registration:	Piper PA-28-140, G-BIYX
No & Type of Engines:	1 Lycoming O-320-E3D piston engine
Year of Manufacture:	1975
Date & Time (UTC):	29 August 1996 at 1850 hrs
Location:	Barton Airfield, Eccles, Manchester
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - 1
Injuries:	Crew - Minor - Passengers - Minor
Nature of Damage:	Substantial to landing gear, left wing and propeller
Commander's Licence:	Private Pilot's Licence
Commander's Age:	70 years
Commander's Flying Experience:	219 hours (of which 148 were on type) Last 90 days - 3 hours Last 28 days - 0 hour
Information Source:	Aircraft Accident Report Form submitted by the pilot

The pilot had planned to fly to Blackpool, Lancashire, using Runway32 for departure from Barton, Manchester. The runway, which is grass, is 33 metres wide and has a Take Off Run Available (TORA) of 410 metres. The weather was fine with good visibility and a surface wind of 310°/10 to 15 kt.

Pre take-off power checks, carried out near the threshold of Runway32, were satisfactory and the aircraft was positioned on the runway before the 'numbers' thus increasing the TORA by approximately 50 metres. The brakes were applied, the flaps selected to 25° and full power was set prior to brake release. The aircraft accelerated as normal to approximately 45 to 50 kt in about 55% of the runway length. At this point slight back pressure was applied on the control column to reduce down forces on the nose wheel. At 55 kt however the aircraft ceased to accelerate and the pilot realised that, as there was insufficient runway remaining the carry out a successful rejected take off, he would have to rotate early in order to clear obstacles ahead. The aircraft became airborne and cleared the boundary fence but its progress was arrested when the propeller struck high bushes. Realising that he was now committed to a touchdown on unprepared ground, the pilot maintained

backpressure, the stall warning sounded and the aircraft settled back on the ground in a flat yet stalled attitude coming to rest on an area of flat pasture land. The pilot and passenger, who were wearing lap seat belts only and suffered minor injuries, vacated the aircraft via the right door. The pilot reported that windshear affecting the aircraft's take-off performance was the possible cause of the accident.